M/045/002

SALT LAYDOWN PROJECT INFO

* Received as hand-out at Dedication ceremonies on 10/28/97 in Wendover, Utah

Reilly

Reilly Industries, Inc.

REILLY INDUSTRIES, INC.

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August 7, 1997

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REILLY WENDOVER

The Reilly Wendover facility was purchased by Reilly Industries from Kaiser Aluminum and Chemical Corporation in 1988. The facility has long been a part of the community of Wendover, Utah. About 1920 the Bonneville Corporation was formed by J. L. Silsbee. In 1964 Kaiser Aluminum acquired the facility which had by then been owned by a series of companies. The original tract of land consisted of 31,360 acres. Today, Reilly Wendover encompasses 88,000 acres which includes lands leased from the state and federal governments. When operating at full production, Reilly Wendover employs over 50 employees.

The facility can annually produce over 100,000 tons of potash which is used as a fertilizer. Other products produced at the facility are magnesium chloride used in sugar processing and Dust-Top® dust control compound; Ice-Stop™ ice control agent for roads, and a small amount of sodium chloride (table salt).

Potash is a freight sensitive product and thus the product produced in Wendover is sold primarily in the Western United States, particularly California and Idaho. Reilly is one of only a few United States producers of potash. Over 85 percent of the potash used in this country is imported from Canada, the MiddleEast, and Eastern European countries.

The Reilly Wendover facility is unique, using solar evaporation to produce its products. This process is referred to as solution mining, to distinguish it from more traditional below-ground mining. Large ditches throughout the facility collect brine (which is the salty groundwater). This brine is pumped to a series of evaporation ponds. There the sun evaporates the water and the brine is continually measured to determine the potash content. Once the brine precipitates sylvinite (a mixture of primarily potassium), it is removed from the ponds and taken to the mill. At the mill, the potash is separated from any residual brines. The other products made at the facility are byproducts that remain in the brine after the potash is removed.

"Reilly has invested substantial capital in Wendover not including the purchase price of the facility in 1988," said Clarence Prentice, director of engineering services, who is responsible for Wendover operations. "We have spent over $6 million. Of that, over $4 million has been spent on Reilly Wendover. Those projects included rebuilding the south storage superstructure, putting in a new loading facility, replacing screens in the mill, installing five deep brine wells, and lining a transfer ditch and potash harvest ponds. We have also completed mill renovations. The additional $1.5 million has been spent on the joint venture - SALTS."

Reilly Wendover makes a substantial financial contribution to the community. In addition to the capital projects, its annual employee wages and benefits are over $2 million and local maintenance and vendor expenditures are over $1 million.

In addition to the Reilly Wendover facility, Reilly has invested in SALTS, the 50/50 partnership with IMCO Recycling Inc., of Irving, Texas. In this partnership, Reilly provides management services.

SALTS recycles saltcake generated by IMCO into aluminum concentrates and brine. IMCO melts the aluminum concentrates to aluminum metal and Reilly Wendover purchases the brine and processes it back to metal recovery salts and potash.

The Reilly Wendover plant, located next to the Bonneville Salt Flats for 75 years, has been working on a special project for several years. The salt racing community, the BLM and Reilly have been working together on a project to resurface the Bonneville raceway. The racers and Reilly jointly funded a feasibility study by Bingham Engineering of Salt Lake City. The study concluded that, over a multi-year period, salt from Reilly's property could be reintroduced successfully to the flats. The salt could be reintroduced at a rate of one-half inch each year. Reilly is aware of the importance of the raceway and its historical contribution to Wendover. With the use of creative solutions, racing and mining can coexist on the salt flats.

Reilly Industries has an additional facility in the state of Utah. Its tar refinery located in Provo, employs 25 people and covers 37 acres. The Provo facility produces electrode binder pitch, creosote oil, emulsion base tar and various grades of distillate oils.

Reilly Industries is a family-owned company with its headquarters in Indianapolis, Indiana. It has 1,000 employees in six production facilities and one terminal in the United States and one in Belgium. A pyridine facility will be built in China.

The company has four major business groups: brine products, pyridine chemicals, tar refining, and citrate esters. The brine business is comprised of Reilly Wendover. The pyridine chemicals business has facilities in Indianapolis and Belgium. The refinery business consists of the Provo facility and plants in Cleveland, Ohio; and Lone Star, Texas. The citrate ester business is located in Greensboro, North Carolina.

Reilly Industries is an active participant in the Responsible Care® program at all its facilities. Responsible Care® is an initiative of the Chemical Manufacturers Association dedicated to improving the health, safety and environmental performance of the chemical industry.

For more information on Reilly Industries, please visit our Web site on the Internet at www.reillyind.com.

Bob McNeely
(President
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October 4, 1995

BLM, STATE OF UTAH AND REILLY INDUSTRIES ANNOUNCE A JOINT AGREEMENT ON A PROJECT TO RESTORE THE BONNEVILLE RACEWAY

Salt Lake City - The BLM, State of Utah and Reilly Industries announced today the signing of a joint agreement for a project to restore the surface of the Bonneville Salt Flats. The five year agreement will add 1 million tons of salt to the Bonneville Salt Flats annually.

"This is a very significant step forward," said Deane Zeller, BLM District Manager. "This agreement exemplifies the commitment that Reilly Industries, the State of Utah, and BLM have to preserving the Bonneville Salt Flats. This has been a very long and difficult process for everyone involved, but we can now be optimistic about the Salt Flats' future."

Construction on the salt lay down project will take approximately 14 months depending on weather conditions and permits. The project will move salt from retired ponds on Reilly Industries' property to the Salt Flats through a system of ditches. The Salt Flats will be flooded with this brine during the winter months. A continuous set of berms will be maintained from Floating Island through the Salduro Loop. Evaporation will dry the Salt Flats in the late spring and summer.

The cost of the project is estimated to be $800,000. Reilly Industries has committed to fund the project. The BLM and Reilly will jointly monitor its effectiveness.

"We share the BLM and Utah's concerns about the stability of Bonneville Salt Flats. So we are pleased that this project is moving forward," said Robert D. McNeeley, president of Reilly Industries. "This plant has been a neighbor of the Bonneville Raceway for over 75 years. Now we can focus on problem-solving and the future of Wendover community."

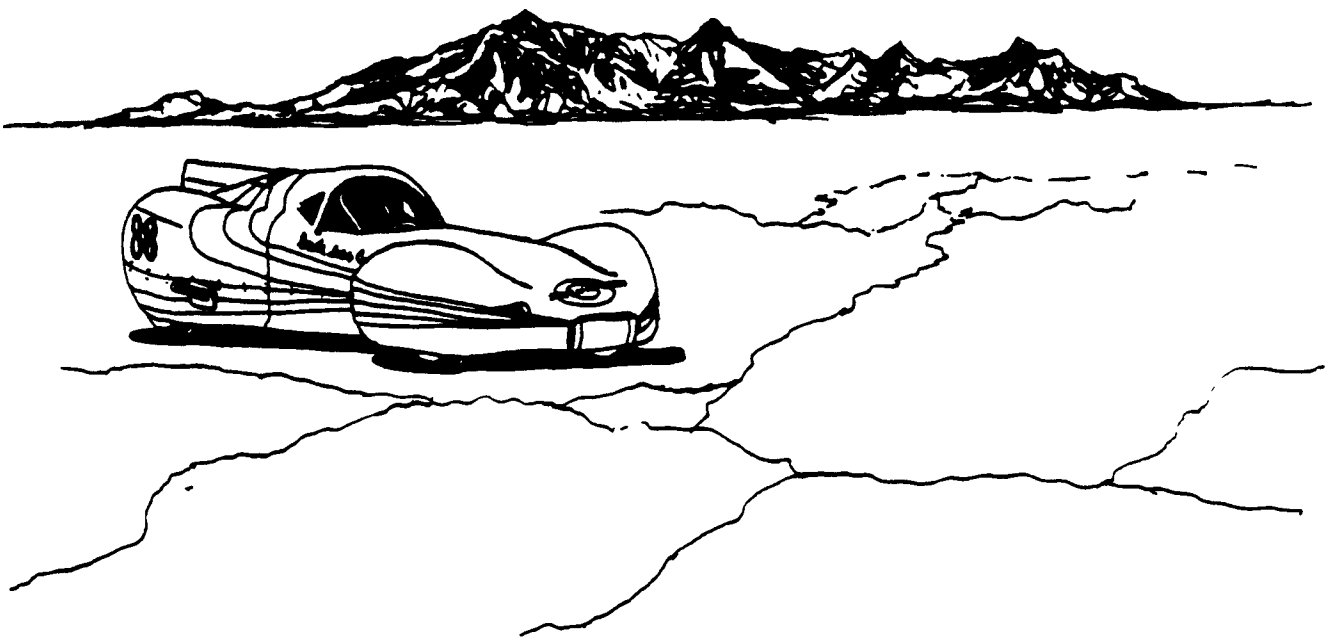
The BLM, State of Utah, and Reilly Industries are working together cooperatively to ensure that the project is effective. The three partners are committed to this project as the best solution that has been identified to stabilize the Bonneville Salt Flats and protect the future of this unique and historic natural feature long treasured both domestically and internationally. All parties are looking forward to beginning the work on the project.

Additional comments can be obtained from Glenn Foreman of the BLM (801) 977-4313, Jacqueline Fernette of Reilly Industries (317) 248-6461 or Rick Vesco of Save the Salts, Inc. at (801) 734-9424.

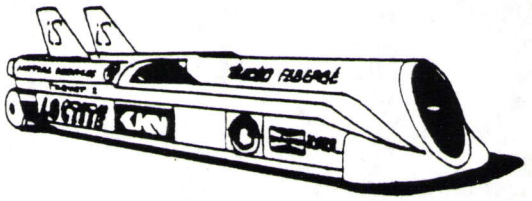
Plant in Provo (>50 yr)
Bingham Engineering (designed/engineered project)
Rick Vesco (Save the Salt)
1993 – 7 usable miles of track (9 different courses)
1960's – @ 9 mile track
1913 – @ 13.5 miles of track entirely (@18" thickness, polished marble)
- Do a website available for Salt Flats and "Save the Salt"

Glenn Carpenter (BLM)

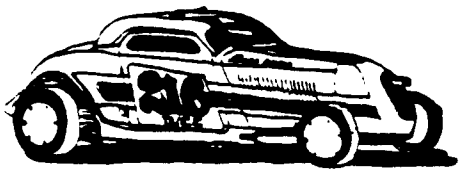
1978	Don Vesco sets motorcycle land-speed record of 318.598 mph in twin engine Kawasaki streamliner.
July 1979	Budweiser rocket car attempts the sound barrier. Auto problems arise, rocket and crew retreat to Edwards Air Force Base for continued runs.
Sept. 10, 1981	Englishman, Richard Noble, attempts land-speed record in jet powered automobile "Thrust I." Rains foil attempts two weeks into trials.
1975	Bureau of Land Management responds to controversy over salt deterioration. Has U.S. Geological Survey conduct a detailed investigation between 1975-77 on hydrology and surface morphology of the BSF.
Sept. 1982	Richard Noble and an upgraded jet car "Thrust II" return but are rained out at the last minute for the second year.
1983	Unusually high precipitation levels from '82 and early '83 create a 20" deep Lake Bonneville. No racing for the season.
1985-88	High water levels between 1981 and 1984 rejuvenated the salt to a prime condition. Amateur speed trials continue.
July 1989	Art Arfons returns with a jet powered motorcycle. Crashes at 200 mph. Arfons slightly shaken.
	Joe Teresi comes to salt with a streamliner motorcycle to break the existing land-speed motorcycle record of 318 mph. Tire blows at 280 mph and liner crashes. Dave Campos, driver, walks away.
	Salt deterioration issue rises again
1990	BLM forms special advisory committee to investigate salt loss issue in a 3-year study.



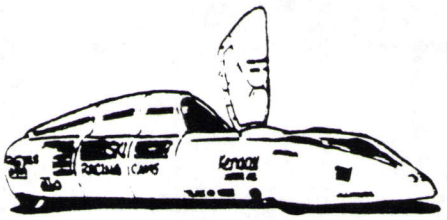
HISTORY OF RACING ACTIVITIES ON THE BONNEVILLE SALT FLATS, UTAH



1896	W.D. Rishel first comes upon the Salt Flats while charting a New York City to San Francisco bicycle relay race.
1907	Rishel returns to the Salt Flats with a 4-cylinder Pierce Arrow, but turns back after sighting what he later finds out to be a mirage.
Aug. 22, 1910	Western Pacific Railroad completes construction tracks across the Salt Flats in Salt Lake to San Francisco route; Wendover is established as round house center.
1914	Teddy Tezlaff drives the Blitzen Benz to the first unofficial record on the salt of 141.73 mph.
1914-1918	Potash operations begin on the Salt Flats area and dikes are constructed during World War I.
1925	Construction on the Victory Highway is completed across the flats through Wendover. Ab Jenkins races a train from Salt Lake to Wendover, 125 miles and wins.
Sept. 18-19, 1932	First time record on the Salt Flats as Ab Jenkins averages 112.935 mph for 24 hours, driving the entire time himself. However, the record was declared unofficial since the Automobile Association of American (AAA) was not present.
Aug. 7-8, 1933	Jenkins established the first official record (AAA timed) of 117.77 mph averaged for 24 hours.
1934	Jenkins raises the 24 hour record to 127.229 mph in a specially designed 12 cylinder Pierce Arrow.
July 1935	John Cobb takes over the 24 hour record with a 134.85 mph average.
Aug. 1935	Jenkins regains the 24 hours record by going 135.58 mph.
Sept. 3, 1935	Sir Malcolm Campbell establishes a new land speed record 301.129 mph for one mile during his first trip to the Salt Flats.



Sept. 1935	Captain Eyston improves the 24 hour record to 140.52 mph average.
April 1936	Eyston of Britain established two records for a diesel powered vehicle, the "Flying Spray": 159 mph through one kilometer and 158.87 mph for one mile.
July 1936	Captain Eyston sets 60 records. Among them 149.16 mph averaged during 24 hours and 135.35 mph for 48 hours in the "Speed of the Winds".
Aug.-Sept. 1936	John Cobb breaks many of Eyston's records, raising the hours average to 150.16 mph. Several days later, most of these records are bettered by Ab Jenkins when he makes 72 new world records on the circular track in the "Mormon Meteor". The most important of these was the one hour (170.99 mph), the 24 hour (153.823 mph) and the 48 hour averages (148.641 mph).
Sept. 21-22, 1937	Eyston captures the 12 hour record from Jenkins with 163.68 mph.
Oct.-Nov. 1937	Eyston raises the land-speed record for the measured mile to 311.42 mph in the "Thunderbolt".
Aug. 28, 1938	Eyston betters his one mile land-speed record to 345.50 mph.
Sept. 15, 1938	Cobb returns to beat Eyston's mark by going 350.20 mph.
Sept. 16, 1938	The following day Eyston regains the land speed record with a 356.50 mph run.
Aug. 23, 1939	John Cobb begins what was later to be a 24 year hold on the land-speed record after traveling 367.910 mph in his "Railton".
1940	Ab Jenkins regains virtually all of the endurance records including a new 24 hour mark of 161.278 mph. Most of these records still stand today.
Sept. 16, 1947	John Cobb raises his land-speed record to 394.196 mph.
Aug. 1949	The first Bonneville National's Speed Trial is held. Sponsored by the Southern California Timing Association, Speed Week becomes an annual event at the end of August.
Nov. 1950	Ab Jenkins, now 67 years old, sets a new one hour record of 184.63 mph, as well as breaking several other marks.



Summer 1960	Utah Geological and Mineral Survey conducted measurements of the thickness of the Bonneville salt crust.
Summer/ Fall 1960	Land-speed record attempts are made by Art Arfons, Dr. Nathan Ostrich, Donald Campbell. Mickey Thompson sets a one way record of 406.6 mph in the "Challenger". Athol Graham of Salt Lake City was killed during an attempt on the record.
Aug. 5, 1963	Craig Breedlove in the jet powered "Spirit of 1963 America" breaks Cobb's long standing land speed record by going 407.447 mph.
Oct. 2, 1964	The most active month of land speed racing begins as Tom Green drives Walt Arfons' "Wingfoot Express" to a 413.199 mph record.
Oct. 5, 1964	Three days later, Art drives his own "Green Monster" 434.022 mph for a new record.
Oct. 13-15 1964	Craig Breedlove regains the land speed record with a 468.719 mph two way average. Two days later, he betters that mark to 526.28 mph and survives a wild ride which ended in a large brine ditch.
Oct. 27, 1964	Art Arfons returns in his "Green Monster" to set a new record of 536.712 mph.
Nov. 2, 1965	Breedlove pilots his new "Spirit of America, Sonic I" to a 555.127 mph record and his wife, Lee, sets a new women's land-speed record of 308.56 mph.
Nov. 7, 1965	The "Green Monster" recaptures the record of fastest vehicle on land as Art Arfons averages 576.553 mph after a near disastrous tire blowout.
Nov. 12, 1965	The Summers Brothers' "Goldenrod" makes a new mark for wheel driven vehicle when B. Summers drives it 409.277 mph.
Nov. 15, 1965	Breedlove returns amid threatening weather and the last chance of the year to retake the land speed record, raising it to 600.601 mph.
Oct. 23, 1970	The rocket age comes to the Salt Flats when Gary Gabelich drives the rocket powered "Blue Flame to a 622.407 mph record.
Sept. 1974	Attempts at Ab Jenkin's endurance records by a Ferrari team have little success.
Summer 1974	Utah Geological and Mineral Survey conducted the second set of measurements of the thickness of the Bonneville salt crust.
Oct. 1976	Mechanical problems and course conditions spoil a new land speed record attempt by Bill Frederick's rocket-powered "SMI Motivator".

SAVE THE SALT

Bonneville Salt Flats International Raceway, Utah USA

36 Years and Counting

In contrast with our sport, the wheels of government turn very slowly. As far back as 1961 the racing community has asked the BLM for action to be taken to preserve and protect the Bonneville Salt Flats. Individual racing began on the flats in 1912 but it wasn't until the late' 40s that organized racing events took place through the SCTA (Southern California Timing Association.) After only twelve annual "Speed Week" events it became clear that the Salt Flats were shrinking and deteriorating. The only obvious encroachment was the nearby potash mining company.

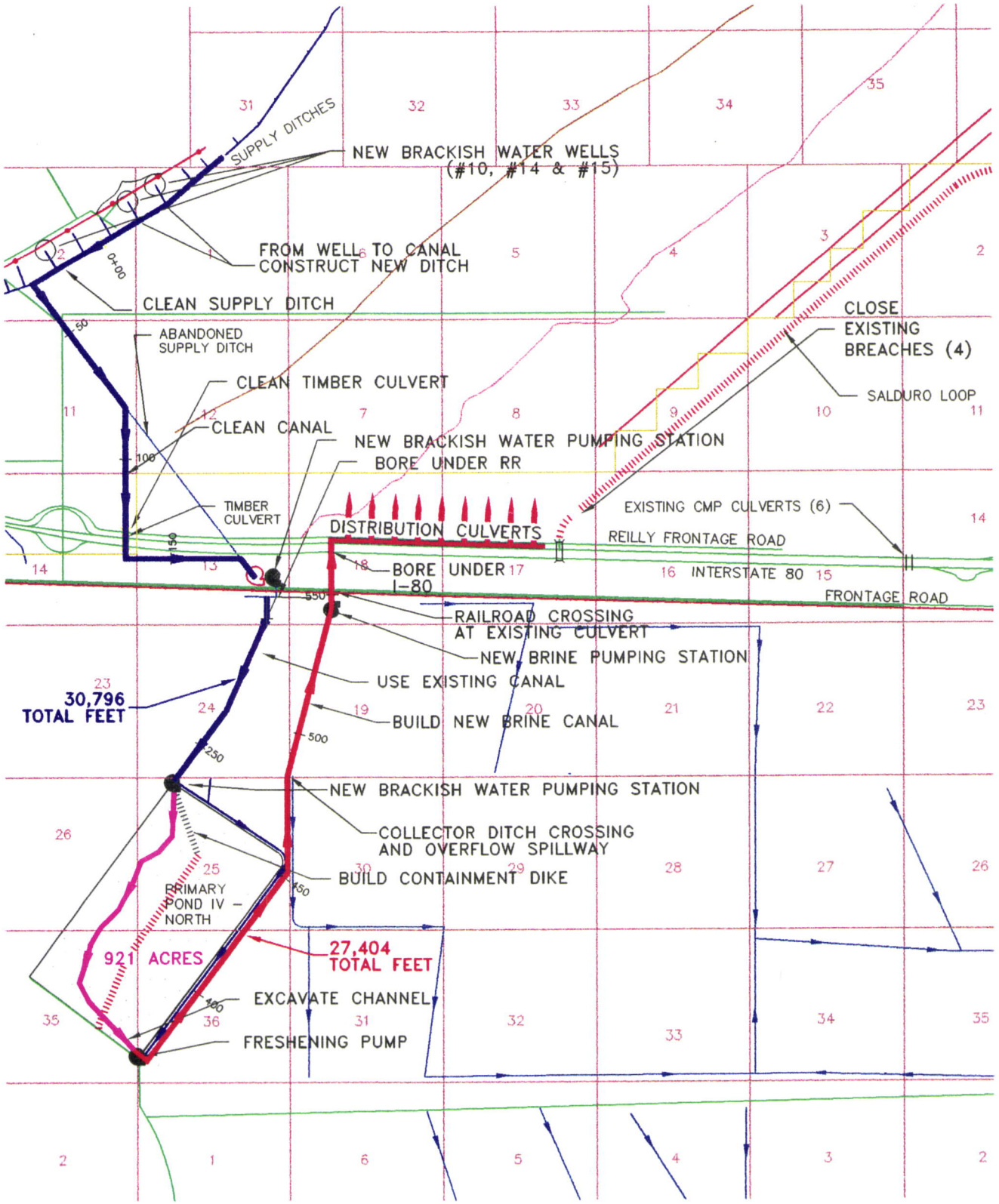
With a letter to the Secretary of Interior, the red flag waving began. But to no avail. It wasn't until 1976 when the Save the Salt organization was formed that the public began to be aware of the problem. In a press conference the Utah Salt flat Racing Association, (USFRA) and SCTA/BNI joined forces to make the public and governmental agencies aware of the deteriorating condition of this treasured geological wonder. Today with help from the National Hot Rod Association (NHRA) and Specialty Equipment Manufactures' Association (SEMA) we stand strong and our voice has been heard world wide. After 36 years we are excited and optimistic about the Salt Laydown Project. In our eyes it may be 30 years late, but with continued action by Reilly Industries and sincere management through the BLM the future of the Salt Flats looks brighter and whiter. All has been accomplished in the true spirit of multiple use of public lands.

We recognize the fact that Reilly Industries purchased 25 years of controversy and public outrage. We applaud Reilly's actions. No one else has the ability and products to mitigate this timely critical deterioration problem. Industry, government and recreation working together to solve critical environmental land use issues ...sounds good! Now that the wheels are moving we need to continue the momentum through monitoring and fine tuning the Salt Laydown Project. Perhaps we can get working together on the long overdue Wendover tourist information center, museum, theater and gift shop. Wendover is the west gateway to the many of Utah's tourist destinations. Let's educate our guests and make sure they stop and shop in Utah.

REILLY INDUSTRIES, INC.

INDIANAPOLIS INDIANA

SALT LAYDOWN PROJECT



SCALE: 1" = 5000'

EACH SQUARE REPRESENTS 1 MILE

In The Community

Wendover plant employees are not only dedicated workers but they are also dedicated to their community. Some ways in which employees participate in the Wendover community are:

- Volunteering for the local fire department
- Coaching and assisting with local high school sports
- Being a local Boy Scout master
- Serving as a Wendover City Council member
- Helping with the local Junior Achievement Program
- Serving as a Water Authority Board member
- Serving as a Wendover City Building Inspector
- Serving as a Language Interpreter for City Court
- Serving on the Wendover Zoning Committee
- Serving on the Tooele County Boundary Commission
- Serving as a Director of Utah Mining Association
- Participating in the Strategic Planning Committee for School Curriculum

Plant Statistics

Total plant area	88,000 acres
Salary and fringe benefits cost (1996)	$2,660,978
Capital spending (1996)	$247,775
City and county property taxes (1996)	$88,314
Utilities (1996)	$945,243

For more information on Reilly, visit our Web site at www.reillyind.com

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8/6/97

Reilly Industries, Inc.

Wendover, Utah Facility

Potash, a product primarily used in commercial fertilizers, is the main focus at Reilly Industries' Wendover facility. Located on 88,000 acres with 52 employees, the Wendover plant only produces brine chemicals.

The Wendover plant produces such brine products as:

- ***Potash*** - which is used in fertilizer, oil well completion fluids, and flux.
- ***Dust-Top®*** - Dust Control which is used on dirt roads, construction sites, unpaved parking lots, mines, and gravel quarries for the suppression and control of dust.
- ***Metal Recovery Salts*** - flux used in secondary aluminum recovery
- ***Ice-Stop™ CI*** - used to melt ice on road surfaces.
- ***Magnesium Chloride Brine*** - chemical intermediate, chloride fertilizer source.

The Wendover plant has been in operation for over 77 years under several owners, and in 1988 it was acquired by Reilly Industries.

With this acquisition, Reilly entered the inorganic chemical business. Reilly demonstrates its commitment to the traditional business of potash with improved technology, new recovery techniques, modernized equipment and enhanced water supplies.

The Reilly Wendover plant, located next to the Bonneville Salt Flats, is an active participant in a salt flats restoration project. Reilly Industries, the Bureau of Land Management (BLM) and the State of Utah have entered a joint agreement, funded by Reilly, to resurface the Bonneville Salt Flats. Reilly has been working on this project for several years. It is expected that the salt flats will be flooded for the first time in November 1997. This five-year agreement is a result of Reilly's commitment to the community of Wendover and Reilly's recognition of the role of the Bonneville raceway in racing history.

Reilly Industries employs over 1,000 people and its businesses are divided into four product groups: the brine business group in Wendover, Utah; the pyridine and derivatives group with two locations in Indianapolis, Indiana and Belgium; the refinery group, with plants in Cleveland, Ohio; Lone Star, Texas; Provo, Utah; and a terminal in Granite City, Illinois; and the DEET and citric esters group operated at Morflex in Greensboro, North Carolina.

Reilly Industries is family-owned and headquartered in Indianapolis, Indiana. It was founded by Peter C. Reilly in 1896 making Reilly Industries over 100 years old.

All of the Reilly facilities are actively involved in Responsible Care®. Responsible Care is an initiative of the Chemical Manufacturers Association (CMA) that is dedicated to risk reduction through the improvement of the health, safety and environmental performance of the chemical industry. Reilly Industries also participates in the Synthetic Organic Chemical Manufactures Association (SOCMA) as part of our strongly dedicated to continuous improvement of our products, services and processes.